Pages 31-32, bridging paragraph:

The magnetic sensor 58 is attached to the rim well portion 6A in a position on an equatorial plane E of the tire at a posture of detecting a magnetic flux density Hz in the width-wise direction likewise the fourth embodiment, and also to the rim 6 is attached a transmitting device 7 for treating signals input from the magnetic sensor [[8]] 58 through a junction line and a connector (not shown) and transmitting to a receiving device disposed on a vehicle body.

Page 37, 2nd full paragraph:

As seen from the above, the forces R and T can be determined by replacing $\Delta Hz_{\phi max}$ and ~~$\Delta Hz_{\phi max}$~~ $\Delta Hz_{\phi min}$ of the equations (22) and (23) with the following equations (25) and (26) without considering the influence of the earth magnetism.

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Pages ~~37-38~~, bridging paragraph:

When the magnetic sensor or the magnet is attached and fixed to the rim, if it is arranged to separate apart from the rim, a distance to the magnet or magnetic sensor attached to the tire becomes short, so that a weak magnetic force or a light magnet can be detected by the magnetic sensor having the same sensitivity, which is advantageous in a point that an influence of the tire on unbalance can be reduced. As such an example, an apparatus 110 for measuring forces acted upon the tire, in which the magnetic sensor fixed to the rim is positioned to an outside of the rim in the radial direction, is explained with reference to FIGS. 33-36. FIG. 33 is a section view of the tire 1 showing a section in a plane passing through a rotating axis of the tire, and FIG. 34 is a partial section view illustrating an attaching form of a magnetic sensor [[78]] 118, and FIG. 35 is